



May 21, 2021

Mrs. Lucy Sloman, AICP  
City of Issaquah  
1775 12<sup>th</sup> Ave NW  
Issaquah, WA 98027

Project: Issaquah High School #4 and Elementary School #17, AHBL No. 2180412.10  
Subject: Request for AAS for Modification of Nonmotorized Facilities Multiple Building Walkway Systems Requirements

*Civil Engineers*

*Structural Engineers*

*Landscape Architects*

Dear Mrs. Sloman:

*Community Planners*

This letter is to formally request an Administrative Adjustment of Standards (AAS) as outlined in the City of Issaquah Municipal Code (IMC) for the Nonmotorized Facilities Multiple Building Walkway Requirements for the Issaquah High School #4 and Elementary School #17 project.

*Land Surveyors*

Pedestrian walks have been located to provide safe access to the various site elements and buildings. These sidewalks provide direct access to the various elements while minimizing the need for pedestrians to cross traffic.

*Neighbors*

We are requesting the project's nonmotorized facilities as shown on the provided site plan be approved to limit the impact to the existing trees being retained on the site.

## Requirements

From our review of the City Code, we understand that the project must comply with the nonmotorized facilities requirements in section 18.07.080 of the Issaquah Municipal Code. The specific part of this section that applies to this AAS request are:

- 18.07.080.B.1.b.(2)(F): Multiple Building Walkway Systems: Developments containing more than one (1) building shall provide walkway systems that allow safe and efficient pedestrian circulation within the development. In addition to other requirements of this section, the walkway system shall: (F) Provide a continuous walkway on both sides of private roadways through a development that are not part of a parking lot.

## Provided Design

As discussed in the paragraph above, pedestrian walkways have been located to provide safe access to the various site elements and buildings. These sidewalks provide direct access to the various elements while minimizing the need for nonmotorized user to cross vehicular traffic.

Sidewalks are provided on both sides of the main road extended into the site from 228<sup>th</sup> Ave. SE. The student drop-off roads extended to both schools will only have sidewalks on the passenger side of the vehicles to discourage students from being dropped off on the driver's

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side and limit the number of pedestrian/vehicular crossings. The drive accessing the high school bus area will only have a sidewalk on the north side of it to control where pedestrians cross the bus traffic and since this is a drive and not a road it is exempt from the requirement. The roads exiting the parking structure and leaving the high school student drop-off will have sidewalks on one side also. Lastly, the fire lane on the east side of the high school will have a gate at its north end to prevent normal motorized access. Thus, is not a road and is used for EVA access to the east side of the high school and is exempt from the requirement.

Additionally, the site design has been provided as such to maximize the natural buffer and tree retention areas around the perimeter of the site. This is an attempt to meet the IMC tree retention requirements for the site while providing a more natural, mature, buffer to the surrounding properties. It should be noted the site design as provided requires an AAS (submitted under separate cover) to reduce the tree retention requirements for the site.

### **Nonmotorized Facility Modification Requirements**

Per IMC 18.07.080.C: Administrative Adjustment of Standard: An applicant may request an Administrative Adjustment to these standards as established in IMC 18.07.250 and reviewed by the criteria in IMC 18.07.350. These additional considerations may also be used in any AAS review:

1. Adjustment is necessary for compliance with historic requirements.
2. Adjustment is necessary to avoid encroachment into a critical area or preserve a significant natural feature such as a large tree.
3. Adjustment is supported by public dedication of nonmotorized facilities

### **Justification for Modification**

Providing additional walks other than what is shown on the site plan included with the land use documents will increase motorized and non motorized interactions and require removal of additional trees.

Interactions between motorized and nonmotorized users on school campuses should be limited to the minimum necessary for safety and efficient traffic flow throughout the campus. There are additional concerns with ability of the school district to adequately monitor additional walkways throughout the site and it is beneficial to concentrate users where practical.

### **Conclusion**

Based on the criteria presented in this letter it is our opinion that we have met the intent of the code and relief requiring walkways on both sides of all private roadways should be allowed for the proposed project. Thank you for your consideration of this request.



If you have any questions or need any additional information, please call me at (253) 383-2422.

Sincerely,

Todd Sawin, PE  
Principal

TCS/

c: Tom Mullins, Issaquah School District  
Jean Stolzman, Bassetti Architects

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